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Hongkong Daily Press.

ESTABLISHED 1857

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10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
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10.30 a.m. to 11.00 a.m. Every 20 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 20 minutes.
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Repairs executed with promptitude and skill.
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A First Class Hotel in every respect
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Dining Room accommodation for 250 persons.
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Cuisine of the best.
Hot and Cold Water throughout
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ICE HOUSE STREET, HONGKONG.

A
FIRST-CLASS PRIVATE HOTEL.

Handsome, Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
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THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 15 Bed-
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The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
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Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899.

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(ESTABLISHED 1873)
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THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HONGKEE" [1682]
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THE SANITARIUM OF SOUTH CHINA.
Macao is 40 miles West of Hongkong, and
the trip is made each day (Sundays excepted) by
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with Company's Steamer to and from Canton.
Cable Address—"Boavista."
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SHAMHEEN, CANTON,
BRITISH CONCESSION.

GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901.

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CONSULTING ENGINEER, SURVEYOR
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PLANS and Specifications Supplied for any
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Work a Specialty. Designs prepared for
Small Coast Steamers, Light Drought Vessels,
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B. J. BARLOW.
Hongkong, 12th June, 1901.

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WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

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- A. SUPERIOR PALE DRY, Dinner**
Wine, Green Seal Capsule \$10.80
- C. MANZANILLA, PATE**
NATURAL SHERRY, White
Capsule 12.00
- CC. SUPERIOR OLD DRY,**
PALE NATURAL SHERRY,
Red Seal Capsule 12.00
- D. VERY SUPERIOR OLD PALE**
DRY, Choice Old Wine, White
Seal Capsule 14.40
- E. EXTRA SUPERIOR OLD**
PALE DRY, Very Finest
Quality (Old Bottled) 20.40

In addition to Wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. GEO. G. SANDEMAN, SONS & CO. of LONDON and OPORTO, for whom we have been appointed Sole Agents:—

- LIGHT DRY** \$17.00
SOLERA 25.00
VERY PALE DRY 25.00
FULL GOLDEN 20.00
PALE DRY NUTTY 32.00
FINE OLD BROWN 42.00

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

MARRIAGE.

On the 1st October, at Saint John's Cathedral, by the Rev. F. T. Johnson, M.A., GEORGE HANLEY, only son of GEORGE HANLEY, M.A., to GRACE MINNIE, youngest daughter of T. C. SWIFT, Wilkesdon Green, London. [2512]

DEATH.

On the 1st October, at 2 a.m., at the residence of Mr. Isidore Xavier, Macdonnell Road, ERENERO FRANCISCO DO ROZARIO, aged 57 years. [2502]

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd October, 1901.

To the Census of the Colony, the more important parts of which we noticed yesterday, two tables are attached, giving the occupations of the non-Chinese and Chinese portions of the Colony respectively. From these some interesting details can be gathered. In the non-Chinese community far the largest number belonged to the class of clerk; no less than 770 so returned themselves. 560 belonged to the vaguer category of student, and 558 were in Government service. Merchants came next with 309, watchmen fifth with 202, and those connected with the mercantile marine sixth with 175. Engineers numbered 140, and domestic servants 109. Under the head of "Religion" there were 91 names, while the only other class numbering between 50 and 100 was that of brokers. Of 79 persons the occupations were undefined, and 789 did not state their occupations. Among the smaller classes were: Overseers 85, bankers 71, teachers 38, managers 36, law and shopkeepers 30 each. Less ordinary occupations were tattooers 21, and fakirs, jockeys, no less than 49,806 males were engaged in personal, household, and sanitary services, of whom 43,410 were personal servants and 5,386 cooks. As general labourers 23,785 were described. The building trade employed 7,287, wood, cane, and matting 6,986, metals and precious stones 5,041, transport and storage 4,102, and textiles, etc., 3,527 persons. Commerce was returned as the occupation of 16,925 in all, no less than 15,783 being unspecified. The provision of food, drink, etc., employed 7,225, agriculture 1,202, and learned and artistic professions, 1,164, including 410 under "medicine," 262 under "education," 143 under "pictorial art and sculpture," and 128 under "religion." The above figures all refer to male Chinese only. Amongst the Chinese women, apart from 40,607 under "indefinite and disreputable means of subsistence," textiles, fabrics and dress

claimed 9,327, of whom 9,220 were seamstresses, 6,666 were classed under "personal, household and sanitary service," 6,063 being servants, 261 vet nurses, and 254 cooks, the next largest figure falling to agriculture, with 863. Learned and artistic professions among Chinese women had 98 adherents, 53 being teachers, 21 doctors, and nine preachers. Under the title of "independent of labour" we find beggars, property-owners, blind, and prisoners, to the number of 31 in all. Chinese males of the same class are put at 458. Altogether the record is one of interest and gives a certain insight into the wide extent and variety of business in this Colony.

The English mail of the 31st August was delivered in London on the 29th September.

During the 24 hours ending at noon yesterday there was reported one fatal case of plague (Chinese). The year's record now stands at 1,047 cases, 1,573 deaths.

The manager of the Star Coffee House, D'Aguiar Street, a Scottish-American named McPherson, has disappeared with \$150 belonging to the institution.

Major-General Sir William Gascoigne, C.M.G., and Lady Gascoigne were among the passengers returning to Hongkong yesterday on the Empress of China.

Sir John Carrington, C.M.G., who, with Miss Carrington, returned to the Colony yesterday by the Empress of China, has, we learn, obtained an extension of leave by six months.

The *Manila Times* of the 21st ult. says:—"To the strains of Mendelssohn's 'Wedding March' Mr. Frank Finlay (Business Manager of the Zorrillo Theatre) and Miss Virginia Rosser (member of the Australian Vaudeville Co.) walked down the aisle of the Chapel in the Quarta de Espana on Saturday last, and were united in the bonds of holy matrimony by the Rev. Chas. Wakley."

A correspondent writes to point out that whereas we said in our leading article yesterday that in Tsimshatsui promontory 58 children, American and English, there are under the age of 15, which is "a significantly eloquent testimony of the want of a purely European school in that part of the Colony," there is a purely European school there under the direction of the Italian Convent, with children numbering from 25 to 30. Of course the Italian Convent school is an elementary school of the voluntary and denominational class, whereas we were referring to the need of a Government school capable of imparting instruction to children of a more advanced age than those going to the school mentioned by our correspondent.

According to accounts brought to Esquimaux by H.M.S. *Phaeton*, which returned from Panama at the beginning of September, they are a mixed lot of fighters who are struggling in Colombia. They fight in their shirt-sleeves, and the only distinguishing mark between the two forces, which is plainly noticeable, is the blue caps of the Government forces and the red caps of the rebels. As for rebels' uniforms, they have none other than the cap, for the trousers are most varied, and are also varied as to nationality; the Commandant of the Government forces is an Austrian, and in both rebel and Government ranks there are all sorts of kinds, scullion, wags and gentlemen, patriots and soldiers of fortune, Yankee fighting side by side in some few instances with Jamaican, negroes; in fact, there is a heterogeneous collection of humanity in this revolutionary movement which has since turned to an interstate war in Central America.

A Chicago telegram, dated 5th September, says:—"The most important mail that has left Australia for years will pass through Chicago to-morrow morning, five hours later than usual, but with J. D. Spreckels' millions, combined with the efforts of 100 railroad men and the fastest engine on the Lake Shore Road, for the purpose of rushing it to New York for time to catch the mail steamer which sails at 10 o'clock Saturday for Southampton, the lost time may be made up. There is a car-load of mail and for the past thirty-six hours the wires have been hot with messages about accelerating its speed and delivery. The Oriental Steamship Company brought the mail to San Francisco from Sydney. At best it would have arrived in Chicago at 9:30 o'clock to-morrow morning, an hour too late to catch the Lake Shore fast train, which leaves for New York at 8:30. Then Spreckels decided to race a special train out of Chicago in order to overtake the regular train at Cleveland."

President McKinley's speech at the Pan-American Exposition at Buffalo on the 5th ult., shortly before his assassination, was the theme of much comment in the London papers next morning. "It will excite throughout Europe," said the *Standard*, "as keen interest as it will arouse in the Western continent. It is the utterance of a man who feels that he is at the head of a great nation with vast ambitions and a new-born consciousness of strength. America has become an imperial power. Her national life is no longer self-contained and introspective. Headless of scoffers at 'spread-eagles,' the United States will go their way regardless of attempted combinations such as Count Golownski has sketched, and with a certain carelessness whether or not they come into violent conflict with any European power." The *Morning Post* used the speech as a text from which to urge the necessity resting upon Great Britain to redouble her efforts to maintain her trade supremacy. The *Daily Chronicle* said: "The free-trade tendency of the speech under the name of reciprocity outweighs in importance all the President's remarks about shipping, the canal and the like."

The editor of the *Manila*, a Spanish periodical in Manila, is being sued for libel, as he attacked in a scathing article what he considered the unworthiness of Dr. Pardo de Taverne and Don Benito Langua to serve on the Civil Commission of Manila.

A token of French activity in China is to be seen in the notice appearing in another column of the opening of the cable between Amoy, Tonkin, and Annam. This is the tangible result of the manœuvre which gave rise to the recent Amoy scare.

Bishop Merley, of Tinianville, in the Madras Presidency, who has been spending a holiday with relatives in Toronto, told an interviewer the other day that the feeling was gaining ground rapidly in India that Rudyard Kipling had not done the fair thing by his fellow-Indians. He had pictured them, generally speaking, as a bad lot, whereas they were not any worse than the people of England, despite the lack of privacy of India life and the very different conditions.

The *San Francisco Chronicle*, writing on the matter of "Oriental labour" says:—"We may safely predict that the conditions created in California are such that if the exclusion law is not duly re-enacted the failure will result in the production of scenes of great violence. The greatest danger to labour at present lies in an excess of wage-earners. We have about as many as the State can fairly carry in its present state of development. The field for employment must be broadened before there will be room for many more workers. An influx of cheap Oriental coolie labour would be ruinous to the interests of free American wage-earners. The course of the unrestricted admission of Chinese, if permitted, will remain with us permanently. Every industry in the State will surely suffer from it, for the Asiatics will enter into all the trades and manufactures to compete with white labour, just as they did when the bars were down before. The workers of Wisconsin understand the situation, and the action which they have taken to prevent it should be adopted by organized white labour everywhere through the country."

A cable to the *New York Herald* from London, appearing on the 5th ult., says:—"The divorce petition of Lord Francis Hope will be filed here in a few days, immediately after his return from America, whence he has been summoned in order to sign the petition. His solicitors decline to furnish any particulars of the allegations put forward in the petition or to mention the name of the correspondent until the document is filed, when it becomes public property. It is said that the decision to begin divorce proceedings was an afterthought, owing to the publicity given to May Yoh's movements in California and Yokohama, as well as to paragraphs to the effect that she is about to sue for her freedom. One of these paragraphs, asserting the probability of a decree being granted which would forbid Lord Francis to marry again, while giving permission to his former wife, elicited from his solicitors the statement that, 'in view of the present position of affairs, perhaps it is unnecessary to point out the absurdity of such a suggestion. We may inform you that we have been instructed to take immediate divorce proceedings in behalf of Lord Francis Hope, the matter only having been delayed by reason of the necessary evidence having to be obtained in America.'"

Extremely pessimistic deductions, says the *Times* of India, have been drawn from the decline in the volume of British shipping passing through the Suez Canal last year, and the relative growth of German sea-borne trade in the same period. The figures are not pleasant reading. The tonnage of vessels flying the Red Ensign declined by 931,000, whilst German shipping increased by 395,000. But, as Mr. Consul Cameron points out in his annual report upon the trade of Port Said and Suez, there were special and artificial causes which induced this result. The failure of the crops in India, involving the absence of wheat exports, a diminished export of linseed, and the diversion of the surplusage of Burma rice from Europe to India—all this told against British shipping, and meant a loss of 750,000 tons in the available traffic. At the same time the volume of German shipping was swollen by the large number of transports and warships sent East. If only merchant vessels are considered, Great Britain still controls 71 per cent. of the shipping passing through the Canal, or only 6 per cent. less than in the previous year, and German shipping rose by less than 2 per cent. It is as foolish to exaggerate the growth of foreign competition and give our rivals a splendid, gratuitous advertisement, as it is to ignore it and complacently watch British trade slipping away. Whilst German competition in the carrying trade, especially in the Far East, has made rapid strides, no good purpose is served by representing it as very much more successful than it has been, which was undoubtedly the case in many of the melancholy lacerations poured forth when the unexplained Suez Canal returns were published.

HOCKEY.

The hockey season is now in full swing. On the 19th and 26th ult. the Indian Brigade played H.M.S. *Albion* and were fortunate in winning both matches, by 3 goals to love and 3 goals to one—a score which the sailors will no doubt reverse when they get used to the fast ground. To-day the Brigade will play the Royal Navy, and to-morrow H.M.S. *Albion* will play the 22nd Bombay Infantry on the Kowloon parade ground at 4:45 p.m. The band of the 22nd Bombay Infantry will play a selection of music, and the Officers of the Indian Brigade will be "At Home" to their friends. Any team wishing to arrange matches is requested to write to Lieut. R. E. E. Kriembeck, 22nd Bombay Infantry, Kowloon.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 1st October, 6:59 p.m.

TROUBLE THREATENED ON THE YANGTZE.

A rebellion is expected in the Yangtze region on account of the floods and the peculation by the officials with regard to the relief funds subscribed. The situation is very grave. The local officials of Kiangsu, Anhwei, and Hupeh provinces have been ordered to raise troops to defend the menaced districts.

THE WAR IN SOUTH AFRICA.

LONDON, 30th September, 8:10 p.m.

RUMOUR OF LORD KITCHENER'S RESIGNATION.

It is rumoured that Lord Kitchener has tendered his resignation of the supreme command in South Africa in consequence of friction with the War Office. The War Office, however, announces that the statement is unfounded, and that no friction has existed.

GENERAL NEWS.

LONDON, 30th September, 8:10 p.m.

ILLNESS OF COUNT VON WALTERSEE.

Count von Waldersee is somewhat seriously ill.

REUTER'S SERVICE.

LONDON, 28th September.

SOUTH AFRICA—A GALLANT STAND.

The garrisons of Forts Itala and Prospect, on the Zululand border, have gallantly repulsed an attack of Commandant Botha in force, inflicting heavy loss on the enemy.

LONDON, 29th September.

THE AMERICA CUP.

The first yacht race for the America Cup, 15 miles outward and return, has been re-sailed, and won by the American yacht *Columbia*, which crossed the winning line 37 seconds ahead of *Shamrock II*, thus winning independently of the time allowance.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 29th September.

A SAILING RACE.

In this port things generally move very slowly. In fact it may be said with a certain amount of justification that, with regard to athletics, Swatow, the once renowned sporting place, is alas! retrograding. This fact is attributable to various causes; yet in fairness to the port be it said that, when the sporting fraternity enters on a scheme, no matter of what description, it carries it out to a perfect consummation. Over sixteen months have elapsed since we had a regatta here, and now on the occasion of a Customs holiday, the Mid-Autumn Festival, Friday, the 27th instant, we bestirred ourselves once more, and a sailing race was arranged, for which eleven boats entered. The coherence of the community is ably illustrated on such joyous occasions, when neither trouble nor expense is spared to make matters a success. On the day referred to we had regular King's weather with a none too strong breeze from the South-East and East. The race began at 2:30 p.m. and finished at about 4:45 p.m., with the result of the *Feeling* carrying off the first, *Black Bee* the second, and *Ungung* the third prize, which consisted of 70, 20, and 10 per cent. respectively of the entrance-fee. The two favourite boats *Seamew* (formerly *Tekhe*) and *Evo* would have taken either first or second in place if they had not met with an accident in fouling one of the buoys. The following boats, enumerated in alphabetical order, competed in the race:—*Black Bee*, *Electra*, *Evo*, *Feeling*, *Enitha*, *Loongwah*, *Loongwah*, *Seamew*, *Tekhe*, *Ungung*, and *Victoria*. Mr. Andrew acted as judge, Mr. Hols as starter, and Mr. Newburn as time-keeper.

"HAILONG" AS FLAG-SHIP.

By the kind courtesy of the Captain and officers of the *Hailong*, ship was dressed for the festive occasion, and several ladies availed themselves of the opportunity offered and repaired on board the ship, where they were nicely regaled and from which they had a splendid view of the race.

TRIAU REBEL IN KWANGTUNG.

NARROW ESCAPES OF MISSIONARIES.

As we were enabled to report yesterday, through the courtesy of the Rev. G. Guzman, of the German Basel Mission, Beniam Road, the Mission's station at Piang-thong, near Hainan City, in the north-east portion of the Kwangtung Province, has been burned down by Triad rebels. Details were then wanting, but it was known that the missionaries at that particular station were safe, and had arrived at Kiating-chow.

Yesterday, on enquiring at the Basel Mission for further information, our representative was introduced to the Rev. Mr. Ebert, of the Piang-thong Mission station, who, with his wife, Mr. and Mrs. Maier, and Mrs. Schulte, whose husband is stationed at Kiating-chow, arrived in the Colony yesterday morning in the steamer *Teiching* from Swatow, which they reached from Kiating-chow after escaping from Piang-thong by river. Mr. Ebert's story of this latest phase of Triad Society outlaws is interesting.

For months past, long before affairs reached the present crisis, it was known that trouble was brewing, and the direction from which it was expected to come was very shrewdly guessed at. Of late, however, the tension had become so acute that the Basel missionaries at Piang-thong, Mr. Ebert and Mr. Maier, determined to take their wives to a place of safety, as warning had been received from friendly Chinese that the members of the Sam-hap-wei (Triad Society) were now in open revolt, and would probably make Piang-thong and the mission station their first objective.

A boat was procured, and the two missionaries with their wives set a course down the Hime River for the neighbouring station at Kiating-chow. Having got the ladies to a place of safety, it was the intention of Mr. Ebert and Mr. Maier to return on horseback to Piang-thong, and with this object they had previously sent their horses on to Kiating-chow. When the little party of fugitives reached the latter place they learnt to their dismay from Mr. Schultz, the missionary in charge there, that the rebels had attacked and burnt the mission station at Piang-thong, and that it was consequently altogether impossible to return to that place with safety. Mr. Ebert's party determined to go on to Swatow, and, taking with them Mrs. Schultz, whose husband elected to stay in Kiating-chow, not deeming it necessary to leave the station just then, they proceeded on their way, still following the river, and ultimately reached Swatow in safety, where, after informing the German Consul of the state of affairs, they embarked in the steamer *Haiding* for Hongkong, which, as already stated, they reached yesterday morning. None of the little party is the worse for the trying experience.

So far as is at present known, all the members of the Basel Mission stations in the Kwangtung Province are safe. Mr. Kutter, of the Lo-kong station, is known to have escaped on horseback. This station is eighty Chinese leagues north of Piang-thong, and is the most exposed of all. Grave fears were at first entertained regarding Mr. Kutter's safety, and as time went on without bringing tidings of him, these fears became almost a certainty that disaster had overtaken him. Now it is known that Mr. Kutter, who had to flee for his life, is safe. The rising had assumed general proportions throughout the Kwangtung Province, and when the news reached Lo-kong it was almost too late for Mr. Kutter to escape. Beside himself, the only other resident at the mission station was a Chinese convert. Taking a horse each, the two mounted and galloped from the place. They turned their faces towards the Piang-thong mission station, of the disaster to which they had probably not learnt—an ignorance of matters that came near to costing them dear. On the way they encountered a band of the rebels, and drew rein to keep the fact of their presence concealed. The rebels, however, were so engrossed in the distribution of their spoil that the missionary and his companion did not find it difficult to make a detour and to continue unobserved on their way. They reached Piang-thong some time after Mr. Ebert and his party had gone, and found the station burnt to the ground. After learning from native sources that the members of the mission had escaped without harm to Kiating-chow, Mr. Kutter and the convert continued their flight to Sun-pee, on the other side of the Hime River, where the population generally is quiet and not ill-disposed to foreigners. The last news of Mr. Kutter was that he and his companion had left Sun-pee and were on the way to Chung-lok, in which district are four of the Basel Mission stations, and it is confidently expected that they reached one of these stations safely.

After leaving Piang-thong, the rebels attacked Himean City, situated a little way off, but were repulsed by the inhabitants. Their loss is variously estimated at from ten to one hundred killed and as many captured, but Mr. Ebert says the most reliable report gives the rebels' casualties as ten killed and four captured. The losses, if any, sustained by the inhabitants of the city are not stated. After this defeat the rebels were supposed to have separated and concealed themselves in the hills, but their forces were quickly re-organized and a move was made against Shik-ma, a town in the line of march. It is not known so far as we were able to ascertain, whether they attacked this place, nor, if they did so, with what result. It is now feared that the rebels are marching on Kiating-chow, where Mr. Schultz's station lies, and where the fortifications are none too strong. The population were in a panic at the news of the rebels' approach, but the native militia were being got up to repulse them.

Accounts as to the numerical strength of the rebels are, as was only to be expected, varied

and misleading. Some native estimates place it at hundreds of thousands, but Mr. Ebert does not think it at present exceeds three or four thousand. "Several thousand," he replied in answer to our representative's query on this point. Mr. Ebert also states that the rebels are known to be members of the Triad Society, and their leaders are men who have been outlawed, men whose only safety lies in their association with rebels.

In addition to the defensive force at Kiating-chow, nine hundred Chinese soldiers were sent from Chueh-fu to intercept the rebels, whilst from Wuchow-fu, on the other side of the Hime River, from Chueh-fu, seven hundred troops have been despatched with the same object.

It is at present unknown what the actual dimensions of this Triad rising are, but it is hoped that the prompt measures taken by the Chinese authorities at the place above mentioned will result in its being immediately quelled.

TONKIN NOTES.

[FROM OUR CORRESPONDENT.]

Hanoi, 24th September.

A NATIVE RISING.

The Khas region is in a complete state of riot. M. Robert while defending Attapeu received several lance-wounds in the breast and was immediately removed to Kou-toum, where he died. With a handful of men he met a band of 300 rebels, 150 of whom had fire-arms. The Khas were assisted by many Laotians. The total number of the rebels is estimated at 3,000. They have now fallen back on Saravane, which they have looted. Several posts have been established on the Saravane-Attapeu road. The Resident-Superior of the Laos region is much criticised owing to these events.

A FORTABLE MARRIAGE.

M. Emery, administrator des services civils, has married Miss Blanche Doumer, a daughter of M. Doumer, our Governor-General. The nuptial ceremony took place at Cape Saint James. The witnesses for the husband were "J. M. From and Capus, those for the wife M. Fregou and General Dode. The civil union was performed by M. Pellant, the Cape St. James administrator, and the religious marriage by the Reverend Pere Simon. The forty invited persons were among the highest military and administrative authorities in Indo-China.

MISCELLANEOUS.

Serious discussions, caused by animosity between Roman Catholic converts and Buddhists, distress several villages in Nam Dinh Province. Giang and his accessories in M. Martin's murder are still to seek; notwithstanding the very active pursuit of the Gards-Indigènes under the command of Inspector Lambert.

M. Doumer, our Governor-General, will not visit Hanoi before the end of October. He intends to travel across Laos and will be accompanied as far as Heng-Treng, where the launches stop, by M. and Madame Emery.

French troops coming back from China especially the 18th Marines, will be put in garrison at Vietri and Thien-long (Tonkin). We receive from Marseilles the announcement of the shipping of the theatrical orchestra destined for Hanoi and Haiphong cities.

In the last Legion d'Honneur list, I note the names of Drs. Lespinois and Capus, and Captain Desportes, appointed to the first degree of the order.

By a special decree of the Colonial Minister, the elections for the Delegation of the Colony will take place, in each city or district of Annam and Tonkin on the 22nd December, 1901. Fresh candidates are M. M. Lambert, an Annam colonist, Hailan, an ex-resident, and Gallars, manager of a Tonkinese paper.

POLICE COURT.

Tuesday, 1st October.

BEFORE MR. HAZELAND.

ASSAULT ON THE HIGH SEAS.

Evans Parry, chief officer of the s.s. *Robert Dickinson*, was summoned by a quartermaster of the same ship to answer the charge of assault on the high seas. When the case was called up, both parties were found to be absent, and the summons was accordingly struck out.

IMPEACHMENT SIGNING EXERCISE.

Alfred H. Halling, clerk in the Ice Depot, Ice House Street, was charged with signing a receipt for a sum exceeding \$10 on unstamped paper, contrary to the provisions of the Stamp Ordinance of 1886.

Defendant admitted the charge and was fined \$5.

BROKE MR. KEMP.

DISORDERLY CONDUCT.

Walter Irwin, a Danish seaman stopping at the Star Coffee House, was convicted of behaving in a disorderly manner whilst under the influence of drink.

He admitted his guilt and was fined \$2 or seven days.

Private James Trauter and David Battle, R.W.F., were charged with assaulting a Chinese tailor named Wong Shing, and were fined \$5 or ten days' hard labour each.

ILLICIT ORIGIN.

Cheung Young had twelve tins of raw opium in his possession, but no valid certificate. He was fined \$100 or two months.

CARRYING EXCESS PASSENGERS.

Chan Po, master of steam-launch *Yuen Fat*, and Sing Tung, a boatwoman of a licensed rowing boat, were found guilty of carrying excess passengers and fined \$30 or six weeks, and \$5 or fourteen days, respectively.

CHARGE OF THEFT.

Ho Loi stole a pig valued \$5 from Sit Yee, a bricklayer. The pig objected to the transfer of ownership and got up a squeal, with the result that Ho Loi was caught red-handed.

The thief was given three weeks' hard labour. Wong Po stole some wood from a shopkeeper of Wing Lane Street, and had to go to gaol for fourteen days in consequence.

Chan Yat could not explain how he came by 5 cwt. of coal, and was fined \$10 or fourteen days.

U Yik stole a wooden box valued at \$3.50, the property of the Government. Defendant claimed that an unknown stranger made him a present of the box. The story not being plausible enough, he had to go to gaol for one month.

LATE TELEGRAMS.

NEWS VIA CANADA.

MCKINLEY'S MURDER.

ARRRESTS AT CHICAGO.

Chicago, 6th September.
Six men were placed under arrest in this city to-night on the charge of being implicated in the plot to assassinate President McKinley. The men were all found in one house at the corner of St. John's Place and Carroll Avenue, on the West Side. The arrests were made on information from the local police in Buffalo, who said that the men were members of a Society, to which the assassin of the President belonged, and that they had knowledge of the plot. The police have not yet given out the names of the men taken into custody, but one of the men is known to be Abraham Isaac, President of an organization which bears the name of the Free Society. He was formerly editor of a paper of Anarchistic principle, which bore the name of *The Free Press*. The information received by the local police in Buffalo, is to the effect that the plot to kill the President was originated among the members of the Free Society, and that the Buffalo prisoner was chosen by lot to commit the crime.

BRITISH SYMPATHY.

London, 6th September.
The news of the attempt upon the life of President McKinley spread slowly in London. The first "ticker" reports were, in fact, then, with the confirmation and general dissemination of the news, a far-reaching feeling of sorrow was gathered, almost everywhere among the people, accompanied by feverish anxiety for further details. The thousands of Americans now in London were mostly at the theatres when the news arrived, and returning to their hotels, found anxious groups of Englishmen and Americans discussing what, without distinction of race, is regarded as a national calamity. Lunch-time telephones, usually silent at night, tingled with impatient inquiries, addressed to newspapers and American correspondents, in the hope of securing a denial of the report.

DESCRIPTION OF THE SCENE.

Buffalo, 7th September.
On many material points, and particularly the utterances of the President after he was shot, the witnesses of yesterday's tragedy at the Temple of Music fail to agree. The action of the tragedy was very fast, and its commission was followed by a scene of confusion, in which it was difficult either to see or hear with accuracy, however close one stood to the President and his assassin. It is now conceded that the President did not say, "May God forgive him!" after he was shot, and it is agreed that his first audible speech was a reference to his wife. "I trust Mrs. McKinley will not be informed of this; at least I hope it will not be reported." A newspaper reporter, who stood just behind the President when the shooting occurred, gave out one of the clearest accounts related so far.

He stood about two feet from the President and saw Czolgosz approach him. The latter had his right hand drawn up close to his breast, and a white linen handkerchief wrapped about it bore the appearance of a bandage. He extended his left hand and I am quite sure that the President thought that he was injured, for he leaned forward and looked at him in a sympathetic way.

When directly in front of the President, Czolgosz thrust his right hand forward and fired. I saw the flash and smoke, followed by the report, and heard the second shot. Instantly John Parker, the coloured man, and Secret Agent Foster were upon Czolgosz, and bore him over, and seemed to be trying to get hold of the revolver. Czolgosz still retained a hold on his revolver, and seemed to be trying to get his left arm free to fire again.

The President did not fall. He raised his right hand and felt his breast, but seemed to be maintaining his upright position only by a wonderful effort. I am sure that he did not speak at that moment. He gazed fixedly at his assassin, with a look which I cannot describe, but which I shall never forget, and in a moment reeled back into the arms of Secretary Cortelyou. Czolgosz was picked up, forced back, and again knocked down. Mr. Cortelyou and Mr. Milburn supported the President and led him to a chair. I heard him ask that the news be kept from his wife, and a moment later, when Secretary Cortelyou asked him if he felt much pain, he said:

"This wound hurts very much."
He seemed to be fairly easy, as he rested in the chair, and some of the fading colour came back to his face. He held his right hand inside of his shirt, and when he withdrew it his fingers were covered with blood. He paled again at the sight of the blood, and I think he fainted. Secret Agent Foster, the Mexican Minister, broke through the crowd, and, rushing up the President, cried:

"My God, Mr. President, are you shot?"
The Minister seemed about to throw himself at the feet of the President, and was restrained. The President's answer came very slowly, and in a halting subdued voice. He said:

"Yes, I believe I am."
The President was attracted by the sound of the officers, who were dragging the would-be murderer away, but he did not speak. His head rested on the arm of Mr. Milburn, and he seemed only partially conscious. His courage was superb, and while he was conscious he was master of the pain which he suffered. When the ambulance came, and a stretcher was brought in, he started forward, and partially regained his feet under the aid of the President. He was struck down the moment he stepped the second shot, and if he did speak, it was probably in an exclamation at the very rough treatment he was receiving. The President's assassin was hustled to the rear of the building by Exposition guards, where he was held while the building was cleared, and then turned over to Superintendent Bull, of the Buffalo Police Department, who led the prisoner to No. 13 Police Station, and later to Police Headquarters, where he was held in custody.

The President was removed in the ambulance, and taken to the Exposition Hospital, where an examination was made. The best medical skill was summoned within a brief period, several of Buffalo's best-known physicians were at the patient's side.

The President retained the full exercise of his faculties until placed upon the operating-table, and subjected to anaesthesia. Upon the first anaesthetic, it was ascertained that one bullet had taken effect in the right breast, just below the nipple, causing a comparatively harmless wound. The other took effect in the abdomen, about four inches below the left nipple, four inches to the left of the navel, and about

on a level with it. Upon arrival at the Exposition Hospital the second bullet wound was probed. The walls of the abdomen were opened, but the ball was not located. The incision was hastily closed, and, after a hasty consultation, it was decided to remove the patient to the home of Frederick Milburn. This was done, the ambulance being sent for the purpose. When the patient arrived at the Milburn residence, all persons outside the medical attendants, nurses and the officials immediately concerned, were excluded, and the task of probing for the bullet, which had lodged in the abdomen, was begun by Dr. Rowell Parke.

When the news of the crime was telephoned to the home of President Milburn, where Mrs. McKinley was residing, immediate steps were taken to spare her the shock of a premature announcement of the occurrence, before the true condition of the President should be ascertained. Guards were stationed, and no one was permitted to approach the house.

Buffalo, 7th September.
Leon Czolgosz, the self-avowed disciple of Emma Goldman and the Radical Anarchists, who shot President McKinley, is a man who he talked it over in advance in a general way with his friends, but that he was not advised by them, and that there was no plot or conspiracy to take the life of the President, in which any one else had a part. He declined to furnish the names of the men with whom he discussed the crime of Friday, but the police believe that they will learn them, and that when they do they will have exposed the Anarchistic plot of which they are confident their prisoner was the final agent of murder.

Czolgosz submitted to six hours of examination at the hands of the police officials to-day, and was tired out when they led him back and looked him up for the night. The examination of the prisoner was unsuccessful, save in so far as his own individual fate was concerned, for while he tells nothing that would implicate anyone else in the crime, he was over the scene at the Temple of Music, when he shot the President again and again. He even went to the extent of illustrating to the officers the manner in which he had shot the President, and told with pride how he deceived the President and his protectors with the bandaged hand that held the revolver. When he was brought before Superintendent Bull and District Attorney Penny he was not disposed to talk very freely, and when a question was put to him he took ample time to deliberate. Later in the afternoon he talked freely. The admission that he had talked the crime over in advance with friends was finally drawn from him, but there he stopped, and could not be moved. The police say that in the end, when he comes to a true appreciation of his position he will break down and fully confess. In addition to the examination to which the prisoner was submitted, the City and Federal detectives spent the day in scouring the city for some trace of possible confederates. They did not succeed in connecting him with any of the societies which make their headquarters here, and by nightfall had about abandoned the theory that he was assisted by any one here. The general theory now held by the detectives is, that a circle of Czolgosz's associates plotted the murder, and that he was picked by lot or induced by persuasion to finally carry out the conspiracy. His trial has been taken up at Cleveland, and it is expected that the inquiry there will let in some valuable light on his companions and possible fellow-conspirators. The prisoner was kept secluded to-day and as a result of a suggestion from Secretary of War Root, the police inquiry will be made as secret as possible. The prisoner has not retained counsel, and when the subject was mentioned to him to-day, he said that he did not desire a lawyer to defend him.

1200 BROOM OF VIOLENCE.
Chicago, 7th September.
Three more alleged Anarchists were arrested here this afternoon. They were found in the rear of 100, Newberry Avenue, and were at once taken into custody, with the nine arrested last night. Chicago Anarchists, in response to a call of three days ago, met last night in a saloon on West Chicago Avenue, and discussed the attempted assassination of President McKinley. The reason for the meeting could not be learned from those present. They made no secret of the fact that they anticipated something of which they might talk, however. In the evening, mention of the name of McKinley brought forth cries of condemnation, and there were cheers for the President's assassin.

Luke P. Callahan, Chief of Detectives, concerning the Anarchists arrested last night, said: "I found upon examination of them that they have been in China, Switzerland, France, England, Germany, Bohemia and Russia. They claim that they are more radical than Parsons and Spies were. They believe in no ballot-box and no government by groups." Chief O'Neil, of the Police Department, received a telegram from Buffalo giving but little foundation for the belief that the plot originated in Chicago.

GENERAL NEWS.
BRITISH CUSTOMS COLLECTIONS.
London, 31st August.
The British Customs collections for the fiscal year, 1900-01, were £26,270,939. This is £2,227,487 more than for 1899-1900 and £2,657,459 more than the Budget estimate. The inland revenue collected by the Customs was £7,297,977, an increase over those of 1899-1900 of £242,081. The principal Customs increases were: tobacco, £1,052,658, and tea, £1,635,569.

POSSIBLE DISCOVERY OF ANDRÉE'S REMAINS.
Chicago, 1st September.
A despatch to the *Tribune* from Kanabek, Ill., says that Walter W. Cobb and G. W. Shields, well known young men of Kanabek, who have just returned from a forty-day trip through the Hudson Bay region, bring back a story told by Indians of the far North that may relate to the missing explorer Andrée and one of his two companions. At Moose Factory, a Hudson's Bay trading post at the mouth of Moose River, the seven men stationed there reported that a party of Indians who came down from the far North last spring, told of the finding of the bodies of two white men at a point 900 miles north of Moose Factory. The story of the Indians was that the bodies were found in a broken basket, their description of which seemed to indicate a basket of a balloon, and that the bodies had been buried by the Indians. The Indians brought nothing to support their story, but the men at Moose Factory, Cobb and Shields say, were inclined to believe the tale.

THE DANISH WEST INDIES DEAL.
London, 6th September.
A despatch to the *News* from Copenhagen to-day says that the new Danish Ministry has decided to accept the United States offer of \$16,000,000 kroner (about \$4,000,000) for the Danish West Indies, thus announcing as accomplished what the despatches of the Associated Press said that the Ministry would do.

Washington, 3rd September.
The State Department has had no word from Minister Newell of the successful close of the negotiations looking to the acquisition by the

United States of the Danish West Indian Islands. If the treaty is drawn, as seems now probable, it will require action on the part of both branches of Congress, unlike ordinary treaties, inasmuch as the House must provide for the necessary appropriation.

THE PRETORIA CORRESPONDENT OF THE DAILY TELEGRAPH, in a despatch describing the blowing up of a train between Waterfall and Hamman, sketched on Saturday, by John, when Lieutenant-Colonel Vandelaar of the Irish Guards, was killed, says: "The train carried several passengers, among them two ladies, with babies, and a nurse. As it toiled through a cutting, a negro was seen to raise his hand. Instantly a Boer discharged two mines, derailed the train, while a body of Boers poured in a heavy fire. Lieutenant-Colonel Vandelaar shouted to the women to lie down under the seats and ordered his men to return the fire. As he was proceeding along the corridor a Boer burst into the carriage and fired, killing him after, it is supposed, his refusal to surrender. Another Boer fired upon and wounded the nurse. Bullets were flying in all directions, although the Boers were aware that women and children were there."

THE PACIFIC CABLE.
Washington, 4th September.
An interesting report showing the work on the British trans-Pacific cable has been received at the State Department from Consul Agent Robinson at Norfolk Island, under date of 26th June. The report states that on the passage across to Norfolk Island from Brisbane, Australia, soundings were taken every ten miles by the British cable steamer *Britannia*, which is being used to mark out a track for the cable. About a hundred miles from the coast an obstruction was met with in the shape of a range of mountains lying directly in the way, and a deviation to the south had to be made in order to clear it. The greatest depth obtained was 2,300 fathoms, and the most shallow 237 fathoms, the latter being the depth recorded when the ship was right above the tops of the mountains. It has been decided to land the cable at Anson Bay, on the west side of Norfolk Island. Anson Bay is six miles from Kingston settlement, and a cable house is to be built close to the shore. Norfolk Island will be one of the principal stations of this cable route, as all messages to Australia and New Zealand will converge there to be retransmitted.

COLOMBIA AND VENEZUELA—EQUADOR INTERVENES.
Washington, 5th September.
A cablegram was received here to-day from an authoritative source in Cali, Colombia, near the Ecuadorian border, stating that Ecuador had intervened against Colombia, with an army well equipped with stores and war material. Considerable surprise is expressed at the news of the intention of Ecuador to invade Colombia. Senator Placer, the new President of the former country, heretofore has given evidence of his intention to observe strict neutrality between Colombia and Venezuela in their pending difficulties. The real objective point is believed to be where the invaders may assist the Colombian revolutionists and those who may be brought by the Colombian officials in the presence of the United States fleet at Panama to prevent any attack on the place.

A careful translation at the State Department of the published utterance of the Venezuelan Government on the subject of differences with Colombia discloses the fact that it is not, as was at first reported, an identical note, addressed to the Powers, through their respective representatives at Caracas. Instead, it appears to be something in the nature of a proclamation, addressed to the world at large, and signed by Minister Blanco, in charge of affairs. This fact makes it impossible for any of the governments of the world to make any response to the note, which may have been an object with the Venezuelan Government. Dr. Silva, the Colombian Minister, has sent to the State Department a formal and written acceptance, on behalf of Colombia, of the American proposition to mediate.

The arrival of the *Ranger* at Panama makes it impossible for Commander Sargent, of the *Maechius*, to leave Colon, temporarily, to meet any emergency event, before the arrival of the *John* at Colon. But nothing less than an emergency would move him to this course, and to safeguard Colon in the absence of the *Maechius*, it will be necessary for Commander Fields, of the *Ranger*, lying at Panama, to send a portion of his small force of marines and sailors across the Isthmus by rail to Colon.

Washington, 7th September.
The Colombian Legation to-night received the following message from the Argentine Government to Panama and Colon. It is in effect that the Legation at the Legation that it is feared that the Ecuadorian expedition, aided by the Nicaraguan, will attack Panama, while Venezuela awaits Colon. The Legation also received a despatch from the Secretary of State at Bogotá, saying that Colombia accepts the friendly mediation of the United States. Another cablegram received at the Colombian Legation to-day from the Minister of Foreign Affairs at Bogotá states: "The gorillas in Colombia are rapidly disappearing. Our frontiers are well guarded, and all is quiet there, though new invasions are announced from Venezuela, Ecuador and Nicaragua."

BRITAIN AND TURKEY IN THE GULF.
Constantinople, 5th September.
The Turkish Ambassador in London has been instructed to inform Great Britain of the action of a Commander of a British warship in the Persian Gulf in preventing the Turkish steamer *Behr* from entering Kowst in defiance with friendly relations. The British side of the controversy is that the *Schok* was trying to land Turkish troops on the land of the Sheikh, who is independent of Turkey.

THE CHURCH AND THE METEORISTS.
London, 5th September.
The Ecumenical Methodist Conference to-day unanimously declined to hear the Secretary read the message of the Archbishop of Canterbury through the Hudson Bay region, bringing back a story told by Indians of the far North that may relate to the missing explorer Andrée and one of his two companions. At Moose Factory, a Hudson's Bay trading post at the mouth of Moose River, the seven men stationed there reported that a party of Indians who came down from the far North last spring, told of the finding of the bodies of two white men at a point 900 miles north of Moose Factory. The story of the Indians was that the bodies were found in a broken basket, their description of which seemed to indicate a basket of a balloon, and that the bodies had been buried by the Indians. The Indians brought nothing to support their story, but the men at Moose Factory, Cobb and Shields say, were inclined to believe the tale.

Winnipeg, 7th September.
Jake Gaudaur, Champion Sculler of the World since 1895, was easily distanced by George Towns, the Australian, in their three-mile match for the World's Championship, and \$1,000, which was pulled off on the Rat Portage.

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using ROWLAND'S KALYDOX, the most soothing, healing, curative and refreshing preparation, and warranted harmless to the most delicate skin. It prevents and removes Freckles, Tan, Sunburn, Redness, Roughness, Itch, and all skin eruptions. Irritation, Stings, and insect bites. Burns, Impure, Itchy, and sore skin. It is a complexion, it softens the skin, and makes it smooth, white, and beautiful. It is sold by all chemists, druggists, and grocers. Ask for ROWLAND'S KALYDOX, and avoid poisonous imitations.

course to-day, after three postponements. The lake was in fair condition, and the race was witnessed by a large crowd. Towns secured a good lead when Referee Galt gave the word at 11:40 a.m., and from that time the Australian and English champion were never headed. Towns had a lead of five lengths at the turn, which Gaudaur reduced to three on the home run. But Towns could easily have pulled out and won by a greater distance. The official time is given at 20:32.

Gaudaur was the first to congratulate Towns on his victory. The plucky Australian has gained many friends since his arrival at Rat Portage, and clearly out-classed Gaudaur. He will probably row Durand of Toronto an exhibition race before returning to England. Towns' trainer, made a pile of money on the race. He wanted odds of 2 to 1 up to this morning, when he accepted a number of wagers at even money.

WHY THE "COLUMBIA" DEFENDED THE CUP.
New York telegrams of the 5th September say:—General disappointment is felt over the failure of the new boat to make good the claim of her builder that she was the fastest craft ever turned out by him. It is conceded that the *Constitution* has been the victim of unfortunate circumstances, and even Captain Barr, the peerless skipper of the *Constitution*, expressed the belief that the *Constitution* will at some time make good the claims of her builder that she is at least five minutes faster than the *Columbia*.

In the first race with the *Columbia* the *Constitution* made a splendid showing, but for some unknown reason she steadily deteriorated until the trial yesterday, when, with the old *Columbia* in place, she was barely able to beat one of her sails. The new boat had not had time to make good the claims of her builder that she is at least five minutes faster than the *Columbia*.

While it is generally believed that the coming races will be the closest in the history of the cup, American yachtsmen have not lost confidence, and there are thousands of dollars of money ready to cover any amount the Englishmen wish to wager. Captain Barr is confident the *Columbia* will win, and this spirit of the American captain and crew is so intense as to be infectious.

The news of the selection of the *Columbia* to meet the *Shamrock II*, when he arrived at the Stock Exchange, apparently caused no great demand of *Shamrock* money to answer the bid of the visitor. Little betting, however, was recorded during the day. One wager of \$500 on the *Columbia* to \$400 on the *Shamrock* was made. An offer of \$1,000 even money on the *Columbia* was made, with no takers, shortly before the exchange closed.

When Sir Thomas Lipton was told that the *Columbia* had been officially selected to defend the America cup, he said: "I am sure they have made a poor selection for I know they are not the fastest boat in America, and it is the *Columbia* we are all ready. I am glad the decision has been made."

The members of the *Shamrock*'s crew are jubilant over the selection of the *Columbia*. They have not much to say, but it is plain that they feel much encouraged at the prospect of meeting the old defender of 1895, for they do not believe she has improved enough to beat the *Shamrock II* in any kind of weather. They argue that the yacht was designed to beat one ten minutes faster than the *Columbia*, and so she can easily beat her with the *Shamrock II*, as she is now in perfect racing form.

RAJAH BROOKE'S WORK IN SARAWAK.
Reuter's Agency has received from Sarawak the following details of an important expedition against head hunters, lately undertaken by Rajah Brooke and his officers, and also some particulars of the present condition of affairs in the Rajah's dominions, which, although within easy distance of Singapore and Labuan, are but rarely visited by strangers, and are not in telegraphic touch with the outside world.

"At the present moment the Rajah, who is a well-known figure in the Malay States, is in his country, as well as the Rajah's eldest son, Mr. Charles Brooke, the Rajah's son, or heir to the throne. The latter—a typical young Englishman under thirty years of age, after graduating at Cambridge four years ago, joined his father, the Rajah, at the Palace at Kuching, the capital, and is now on a visit to England on the completion of the above-named expedition, in which he took a prominent part. The Rajah is also en route to England for the hunting season. According to the latest advices, the country is in a state of peace, and the hunting trade which had been stopped by the head-hunting Merut tribe has been resumed."

"Under Rajah Brooke, who is absolute ruler of Sarawak, are thirty Englishmen, most of whom are from the West country. All of these, with two exceptions, are civilians, and it is noteworthy that both the Rajah's land and sea forces are maintained and controlled by them. Great strides have been made in the improvement of the country, and not the least important move of late years has been the expedition already referred to, in which the Rajah's army penetrated into the very heart of Borneo, and so brought about the subjugation of the most powerful and hostile tribe in his dominions."

"Rajah Brooke's irregular forces consist of something like 1000 men, the large majority of whom are aborigines, indifferently armed with spears and knives, distributed all over the country. There are about 500 perfectly trained Dyak troops, belonging to a force known as the Sarawak Rangers. These are armed with Snider, wear an effective uniform of white with black facings, and are commanded in English. They are offered by Malays, under the chief command of an English officer. There is also a garrison of former gunnery men, usually filled by the Rajah's own men, who are a smart and well set up body of men, are garrisoned in Kuching, and among some twenty strongly constructed forts scattered throughout the country. These are mounted with guns, and those in the neighbourhood of the capital possess modern quick-firing weapons."

"For the purpose of maintaining order in those portions of the interior which can only be reached by water, and for patrolling and trading purposes, the Rajah has a fleet of yachts, steam-launches, and sailing ships, some armed with Hotchkiss guns, but all equipped and manned by specially trained Malays. On board His Highness's yacht *Zahara* the Rajah himself assumes command."

"In Kuching, the capital, where the Rajah has his family life in a palace established on a palace overlooking the Sarawak river, there is now an efficient police force of one hundred Sikhs and Dyaks under the command of Mr. Charles Daubeny, of Bath. In the administration of justice final appeal is made to the Supreme Court, which sits every Monday in Kuching, and over which the Rajah himself presides. He alone can pass death sentences. The penalty of death is, however, only inflicted in the case of murder, when the culprit is despatched in the Malay fashion by a kris plunged through the shoulder until it reaches the heart. The jury system is in vogue throughout Sarawak, and the provincial courts are all presided over by English magistrates. The country is governed by a Supreme Council, Rajah Brooke having under him his son, the Rajah's nephew, Mr. Bampfylde, of Kuching, and Mr. Henry Deshon (both Somerset men). Three Malay chiefs also form part of the Supreme Council. Once every three years each country district sends its representative to a Parliament, which is held in the Capital, to discuss the affairs of the country, and remains in session for a week."

"Apart from the Englishmen in the service of the Rajah, there are practically no European population in Sarawak. There are, however, a few Englishmen in the service of the Borneo Company, which is working gold and other minerals up the Sarawak river, but as the Rajah has always been averse from granting concessions or encouraging individual trading, the country is but rarely visited by outsiders. There is a large population of Chinese, who do all the trading. The export trade during the past two years has shown considerable improvement, particularly in the case of pepper, gutta serena, and timber in which there is an extensive trade with Hongkong. One of the principal articles of export, sago, has lately shown a falling off."

"One of the Rajah's officers has supplied the following account of the expedition against the Meruts, which was one of the strongest ever despatched into the far interior with the object of subduing the tribe, and during which some interesting discoveries were made. "For many years past the powerful Merut tribe, under a chief named Okong, has been terrorizing the country by sending out head-hunting parties from the chief village in the almost inaccessible hills in the far interior. Not only have these people continually murdered peaceful natives and Chinamen, but they also organized raids upon the high roads and made trade in the affected regions impossible. Okong, who lives practically in the centre of Borneo, has always been much dreaded by the natives, but, owing to the difficult nature of the country, consisting of dense jungle and buffalo tracks, with high mountain ranges, and also to the superstitious fear of the native levies, it has not hitherto been possible to strike a successful blow at him, and the last expedition proved a failure. Rajah Brooke has repeatedly despatched messages to Okong to send down to the nearest fort at Trusan and explain his conduct, but only received insolent replies. It was, therefore, decided to send a punitive expedition against him."

"The force consisted of 300 trained Dyaks of the Sarawak Rangers, 20 of whom were despatched from the fort of Silva, under the command of the Rajah's nephew, and 100 under Mr. Ricketts, Resident at Limbang, who was in command of the whole expedition. There was also a force of 1,000 armed levies, and a large number of carriers. Mr. C. O. Resident at Trusan, and other English officials, accompanied the expedition. The Rajah personally witnessed the departure of the force, which, after proceeding by steamer along the coast, disembarked at Brokaton, at the extreme north of Sarawak, whence they went in lighters up the Trusan river to the base fort. There we commenced our overland journey, struggling as best we could through swamps, jungle, and through high mountain passes in the direction of Okong's mountain headquarters. The journey took twelve days to reach the destination, the triles *ca route*, some anxiety was felt, especially in view of the fact that any bad omen might have caused the greater portion of the force to refuse to proceed. However, despite great difficulties caused by swollen rivers and deep marshes, the expedition proceeded, passing on the way a number of deserted villages, from which white flags were displayed, and in the houses of which quantities of dried human heads were found. As the force approached an altitude of three thousand feet, the hot days were succeeded by bitterly cold nights, and the fact that the men were often waist-deep in water rendered the conditions specially arduous. Runners continually came in to say that the enemy were preparing an attack upon the Rajah's troops, but the former never appeared in any strong force."

"After nine days heavy marching, the village of Okong's son was sighted, a distant hollow. The bugle was then sounded, and the regular forces advanced at the double, while the Dyaks, shouting and rushing down upon the village, through being caught in the network of sharpened stakes, which, hidden in the long grass, surrounded the place. The enemy, however, having had warning of the approach of the force, refused to make a stand, and fled, and prolonged halt was made in the village, and reconnoitering parties were despatched to scour the country. The Dyaks pursued them in hand-to-hand fight. Despite the efforts of their officers the irregular troops decapitated a number of the dead enemy, and on their return to camp, with the heads of their victims slung over their shoulders, placed these relics in small baskets, and smoked them over the camp fires."

"In the village large quantities of treasure were found, including some rare specimens of Banayaks, or earthenware jars, some of which were valued at £200 each. After setting fire to the village's house and destroying paddy we rushed on to Okong's mountain fastness, and took three days to get there, climbing and descending precipitous mountain sides the whole time. We met with a certain amount of opposition. Mr. Cooks, who had been ill, because so ill that he had to be left behind in a friendly way with a large force to protect him. The house was defended with ten men against the whole force. When the Dyaks, clambering hand over hand up the cliffs, reached the top, they announced, to our deep disappointment, that Okong had fled. On entering the village the same scenes were witnessed as in the place we had previously burned. In some of the houses were discovered large stocks of grain and herds of buffalo were found and captured. Reconnoitering parties were again sent out, but failed to find the whereabouts of the chief, and the troops had enjoyed a needed rest, the town was burned. Okong's headquarters were surrounded on all sides by precipitous mountains. While we were occupied there we were struck by the extraordinary silence which reigned. We heard no birds, and did not see a living creature except our own men. It was the most desolate spot I have ever seen, and looked like the end of the world."

"On our return we followed another route, Mr. Ricketts deeming it advisable to attempt to

travel by river. Four days later, on striking the river, the Dyaks organized a regular *detachment*, all of which they manufactured on the spot in a few hours from the trees that grew around. The whole force then embarked on these frail craft, having to shoot three rapids on the way. Some of our people got upset, but there were no casualties. During the expedition an interesting tribe was found, unlike any other in these regions, in which the women had shaven heads, while the men had long hair. On reaching the base, the force was met by Rajah Brooke, who returned to Kuching in his yacht, with some of the officers. Although Okong was not himself captured, the destruction of his villages and the loss inflicted upon him had such an effect that he eventually made his submission, since which the whole country has been quiet, and the interior trade has recommenced."

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travel by river. Four days

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Manager.

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 Hongkong, 1st June, 1901.

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Oriental Embroidery, Rugs and Car
Jewelry, Cashmere Shawls, Ivory, Sandal
and Tortoise-shell Wares, Curioities and F
Goods.

INSPECTION IS SOLICITED.

MEMPHIS, TENNESSEE, 1967

11785

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	PALAWAN	Brit. str.	3 m.	J. Chellen, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON	ARAJ	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 14th inst., at Noon.
LONDON	FORMOSA	Brit. str.	2 m.		P. & O. S. N. Co.	On 15th inst.
LONDON	PIRELLA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th inst.
LONDON	CAUCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th November.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow, at Noon.
LIVERPOOL DIRECT	DARWIN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th inst., at 1 P.M.
BREMEN, via PORTS OF CALL	NATAL	Brit. str.	2 m.	E. Prehn	MELCHERS & CO.	On 4th inst., at Daylight.
MARSEILLES, &c., via PORTS OF CALL	SANUKI MARU	Jap. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 18th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	HAKATA MARU	Jap. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	On 19th inst.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	ARABIA	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 2nd November.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	KONIGSBERG	Ger. str.	2 m.	Zuercher	HAMBURG-AMERIKA LINIE	On 16th November.
HAYRE & HAMBURG	DAMBERG	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 30th November.
HAYRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 14th December.
HAYRE & HAMBURG	MARBURG	Ger. str.	2 m.	Borok	HAMBURG-AMERIKA LINIE	On 17th inst.
HAYRE & HAMBURG	SUEVIA	Ger. str.	2 m.	A. Mitis	SANDER, WILSON & CO.	Quick despatch.
HAYRE & HAMBURG	THURIE	Aust. ship	2 m.	Kondall	CARLOWITZ & CO. LIMITED	On 20th inst.
TRIESTE via SINGAPORE, &c.	STATE OF MAINE	Amr. ship	2 m.		JARDINE, MATHESON & CO.	On or about 15th inst.
NEW YORK via PORTS & SUEZ CANAL	SATUMA	Brit. str.	2 m.	Moore	SHEWAN, TOMES & CO.	On 30th inst.
NEW YORK via SUEZ CANAL	MANUEL LLAGUNO	Ger. str.	2 m.		CARLOWITZ & CO.	On 10th November.
NEW YORK via SUEZ CANAL	CLAYDALE	Brit. str.	1 m.	A. Smith	SHEWAN, TOMES & CO.	On 15th December.
NEW YORK via SUEZ CANAL	ADANA	Brit. str.	2 m.	F. E. Bennett	CANADIAN PACIFIC R. CO.	On 13th inst.
NEW YORK via SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	2 m.	E. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 6th November.
VANCOUVER via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Beetham, R.N.R.	DODWELL & CO. LIMITED	On 8th inst.
VANCOUVER via SHANGHAI, &c.	QUEEN ADELAIDE	Jap. str.	2 m.	F. McNair	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	KOSHU MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On or about 14th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TOKA MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
PORTLAND (ORE.) via SHANGHAI, &c.	INDRAPURA	Jap. str.	2 m.		OTO KISEN KAISHA	To-day, at Noon.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	HONGKONG MARU	Jap. str.	2 m.		O. & O. S. S. Co.	On 20th inst.
SAN FRANCISCO via SHANGHAI, &c.	GALLIC	Brit. str.	2 m.	St. John George	GIBB, LIVINGSTON & CO.	On 25th inst., at 4 P.M.
SAN FRANCISCO via SHANGHAI, &c.	STRATHGYLE	Brit. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 12th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.	T. H. Hilde, R.N.R.	BUTTERFIELD & SWIRE	On or about 4th inst.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	2 m.	G. E. T. Cook	P. & O. S. N. Co.	On 11th inst., at Daylight.
AUSTRALIAN PORTS	SOCOTRA	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
KOBE & YOKOHAMA	SHIMAZU MARU	Jap. str.	2 m.	S. Yoshizawa	NIPPON YUSEN KAISHA	On 8th inst.
NAGASAKI, KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	2 m.	W. Franks	MELCHERS & CO.	Quick despatch.
MOJO, KOBE & YOKOHAMA	SACHSEN	Ger. str.	2 m.	Aubert	P. & O. S. N. Co.	On 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	2 m.	P. W. V. Hilde, R.N.R.	BUTTERFIELD & SWIRE	To-day.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	COCONADEL	Brit. str.	2 m.	Dowson	MITSU BUSSAN KAISHA	On 9th inst., at Daylight.
SHANGHAI	WOOSUNG	Jap. str.	1 m.	E. A. Sumi	MITSU BUSSAN KAISHA	On 6th inst.
ANPING via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	K. Sobajima	BUTTERFIELD & SWIRE	To-morrow.
FOOCHOW via SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	Moore	BUTTERFIELD & SWIRE	To-day, at 11 A.M.
FOOCHOW via SWATOW & AMOY	SUNGKIANG	Brit. str.	1 m.	Davis	DOUGLAS LAFRAIK & CO.	To-morrow, at 5 P.M.
AMOY & MANILA	HAICHING	Brit. str.	2 m.	Roach	SHEWAN, TOMES & CO.	On 12th inst.
SWATOW	EMERALDA	Brit. str.	2 m.	J. McGinty	BUTTERFIELD & SWIRE	To-day, at 5 P.M.
MANILA DIRECT	CHINGTU	Brit. str.	2 m.	J. E. McArthur	SHEWAN, TOMES & CO.	On 8th inst.
MANILA & AMOY	PERLA	Brit. str.	1 m.	Pennafather	JARDINE, MATHESON & CO.	On 5th inst., at Noon.
LOILO & CEBU	KALFONG	Brit. str.	2 m.	Buller	P. & O. S. N. Co.	On or about 7th inst.
SINGAPORE, PENANG & CALCUTTA	KUNSAN	Brit. str.	2 m.	W. W. Cooke, R.N.R.	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
SINGAPORE & BOMBAY	TRENTIN	Brit. str.	2 m.	K. Kori	CARLOWITZ & CO.	On 11th inst., at Noon.
SOMRAY via SINGAPORE & PENANG	KAGOSHIMA MARU	Jap. str.	2 m.	D. Costa		
BOMBAY	BORNIDA	Ital. str.	2 m.			

SHIPPING.

ARRIVALS.
Sept. 20, Bygone, Norw. str., 771, Th. Carlson, Moji 24th Sept. Coast. ORDER.
Sept. 20, Emma LUTKE, German str., 1,169, Schall, Bannang 21st September, Sugar.
— EAST ASIAN TRADING CO.
Oct. 1, ARAK, British str., 4,477, H. E. Batt, Shanghai via Foochow and Amoy 26th Sept. General. — BUTTERFIELD & SWIRE.
Oct. 1, EMPRESS OF CHINA, British str., 3,003, R. Archibald, R.N.R., Vancouver 4th and Shanghai 28th Sept. Mails and General. — (P. & O. S. N. Co.)
Oct. 1, HAICHING, British str., 1,275, W. Davis, Tamsui 26th Sept. and Amoy 30th, General. — DOUGLAS LAFRAIK & CO.
Oct. 1, PREUSSEN, German str., 3,278, Prehn, Japan, Shanghai and Foochow 30th Sept. Mails and General. — MELCHERS & CO.
Oct. 1, QUEEN ADELAIDE, British str., 1,835, McNair, Dally 26th Sept. Ballast. — DODWELL & CO., LTD.
Oct. 1, TAILER, German str., 825, T. Calender, Saigon 27th Sept. Rice. — MEYER & CO.

CLEARANCES.

At the Harbour Master's Office.
1st October.
Anigo, German str., for Swatow.
Ariake Maru, Japanese str., for Karatsu.
Clara, German str., for Pakhoi.
Fushun, British str., for Shanghai.
Germania, German str., for Bangkok.
Hue, French str., for Kwangchow-yun.
Lightning, British str., for Singapore.
Olympia, British str., for Tacoma.
Phra C. C. Kao, German str., for Swatow.

DEPARTURES.

1st October.
AMIGO, German str., for Swatow.
ARIAKE MARU, Japanese str., for Karatsu.
CLARA, German str., for Pakhoi.
FUSHUN, British str., for Shanghai.
GERMANIA, German str., for Bangkok.
HAILAN, French str., for Hoihow.
LIGHTNING, British str., for Calcutta.
OLYMPIA, American str., for Tacoma.
SUEQUERHANNA, Amr. ship, for New York.

VESSELS IN DOCK.

1st October.
ABERDEEN DOCKS.—Loongai-g.
KOWLOON DOCKS.—Canton River, Victoria.
George Valentine, Zafiro, Elcano, Algon, Kong Kong, Monterey.
COSMOPOLITAN DOCK.—Manchen.

SHIPPING REPORTS.

The British steamer Queen Adelaide, from Dally 26th Sept., had strong monsoon from North Saddle to Breaker Point; thence moderate weather to port.
The British steamer Ajax, from Shanghai via Foochow and Amoy 30th Sept., had fresh wind from E.N.E. and drizzling showers to Lamook; thence from Lamook moderate N.E. winds and fine weather to port.
The British steamer Haiching, from Tamsui 26th Sept. and Amoy 30th, had fresh N.E. wind and considerable sea, fine and clear weather, in Vessels in Tamsui.—Str. Daig: Maru; in Amoy.—H.M.S. Astraea, French cruiser Eryant, str. Haeking and Benchotha, in Swatow.—Strs. Changsha, Wenchow and City of Calcutta.

VESSEL ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Sudzuki, will be despatched for the above ports TO-DAY, the 2nd October.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, LTD.

Hongkong, 19th September, 1901.

VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"PERLA."

Captain J. E. McArthur, will be despatched as above TO-DAY, the 2nd inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 28th September, 1901. [2463]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AIRLIE."

Captain St. John George, will be despatched for the above ports TO-MORROW, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th September, 1901. [2297]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE."

Captain Aubert, will be despatched for the above ports on or about SUNDAY, the 8th inst.

For Freight or Passage, apply to

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 20th September, 1901. [72]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"LONGSHIPS."

Captain Moore, will be despatched as above on or about 15th October.

For Freight, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 10th September, 1901. [2391]

FOR NEW YORK.

THE 3/4 A II American Ship

"MANUEL LLAGUNO"

will load during September and October.

For Freight, apply to

SHEWAN, TOMES & CO.

Hongkong, 11th July, 1901. [1788]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

ARABIA (Calling at Singapore and Colombo) On 5th Oct. Freight.

KOENIGSBERG (Calling at Singapore and Colombo) On 19th Oct. Freight and Passengers.

BAMBERG (Calling at Singapore and Colombo) On 2nd Nov. Freight.

SEGROVIA (Calling at Singapore and Colombo) On 16th Nov. Freight.

MAERBURG (Calling at Singapore and Colombo) On 30th Nov. Freight.

SUEVIA (Calling at Singapore and Colombo) On 14th Dec. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 27th September, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—4,900 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPERESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 1901

"TARTAR" 4,425 Tons. Comdr. E. Beetham, R.N.R. WEDNESDAY, 6th Nov., 1901

"EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Nov., 1901

"ATHENIAN" 3,883 Tons, Capt. H. P. P. WEDNESDAY, 18th Dec., 1901

"EMPERESS OF JAPAN" Comdr. H. P. P. WEDNESDAY, 18th Dec., 1901

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

At Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines; which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, Poddar's Street.

Hongkong, 1st October, 1901. [10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.

PREUSSEN (Hamburg-Amerika Linie) THURSDAY 3rd October.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 16th October.

SACHSEN (Hamburg-Amerika Linie) WEDNESDAY 30th October.

KIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY 27th November.

DAYEN (Hamburg-Amerika Linie) WEDNESDAY 11th December.

PUTTGART (Hamburg-Amerika Linie) WEDNESDAY 25th December.

KONIG ALBERT (Hamburg-Amerika Linie) WEDNESDAY 8th Jan., 1902.

PRINZESS IRENE (Hamburg-Amerika Linie) WEDNESDAY 22nd Jan., 1902.

PRINZ HEINRICH (Hamburg-Amerika Linie) WEDNESDAY 5th Feb., 1902.

PREUSSEN (Hamburg-Amerika Linie) WEDNESDAY 19th Feb., 1902.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 5th Mar., 1902.

SACHSEN (Hamburg-A

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DUE
GLASGOW and LIVERPOOL.	"NESTOR".....	On 6th October.
GLASGOW and LIVERPOOL.	"LAERTES".....	On 10th October.
GLASGOW and LIVERPOOL.	"DARDANUS".....	On 15th October.
GLASGOW and LIVERPOOL.	"MACHAON".....	On 23rd October.
GLASGOW and LIVERPOOL.	"PRIMETHEUS".....	On 28th October.
GLASGOW and LIVERPOOL.	"ACHILLES".....	On 6th November.

FOR	STEAMERS	TO SAIL
LONDON	"AJAX".....	On 2nd October.
LONDON	"PYRRHUS".....	On 15th October.
LONDON	"CALCHAS".....	On 29th October.
LONDON	"NESTOR".....	On 12th November.
LONDON	"MACHAON".....	On 26th November.
LIVERPOOL DIRECT	"ULYSSES".....	On 15th October.
(Taking Cargo at London Rates)		
LIVERPOOL DIRECT	"DARDANUS".....	On 15th November.
(Taking Cargo at London Rates)		

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 1st October, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG".....	On 4th October.
AMOI and MANILA	"SUNGKING".....	On 3rd October.
LOILO and CEBU	"KAIKONG".....	On 8th October.
MANILA	"CHINGTU".....	On 12th October.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, TOWN,		
SVIDE, BRISBANE, SYDNEY		
and MELBOURNE		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th September, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN,"

OF THE NORDDEUTSCHER LLOYD.

Captain W. Franke, due here with the German

Mail about the 2nd inst., will leave for the

above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 30th September, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND

AMOI.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobajima, will be despatched for the

above ports on SUNDAY, the 6th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 30th September, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA,

ADEN, EGYPT,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CENTINENTAL

AND AMERICAN PORTS.

THE Steamship

"PALAWAN,"

Captain J. Chellow, S.N.R., carrying His

Majesty's Mails, will be despatched from this

port, on SATURDAY, the 12th October,

at NOON, taking passengers and cargo for the

above ports.

Silk and Valuable, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer

proceeding direct to Marseilles and London; other

cargo for London, &c., will be conveyed, via

Bombay with transhipment.

Parcels will be received at this Office until 4

p.m. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 30th September, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND NAVI-

GATION COMPANY.

Operating the New First Class Steamships

"INDRAPURA," "INDRAPURA,"

and "KNIGHT COMPANION,"

between HONGKONG and PORTLAND

(OR), calling at SHANGHAI, NAGASAKI,

MOI, KOBE and YOKOHAMA.

THE Steamship

"INDRAPURA,"

will be despatched for Portland (Or.) on or

about the 14th October, 1901.

Through Bills of Lading issued to Pacific

Coast Points and all Eastern, Canadian and

United States Ports.

For through rates of Freight and further

information, communicate with or apply to

ALAN CAMERON,

General Agent.

Hongkong, 25th September, 1901.

[2443]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rob. M. Sloan & Co., Hamburg.)

FOR NEW YORK.

THE full-powered Steamship

"CLAYDALE"

will be despatched for the above port on

WEDNESDAY, 30th inst.

For Freight, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 25th September, 1901.

[2393]

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC".....	WEDNESDAY, 2nd October, at Noon.
"ALGOA".....	On or about 5th October.
"CHINA".....	SATURDAY, 19th October, at Noon.
"DORIC".....	TUESDAY, 29th October, at Noon.
"PERU".....	TUESDAY, 12th November, at Noon.
"CORTIC".....	WEDNESDAY, 20th November, at Noon.
"CITY OF PEKING".....	SATURDAY, 7th December, at Noon.

THE O. & O. S.S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, &c. Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 25th September, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above

on SATURDAY, the 5th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 30th September, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE

RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND

HONOLULU.

TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND

HONOLULU.

THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH

AMERICA, &c.

S.S. "STRATHGYLE"..... On 20th Oct.

THE Steamship "STRATHGYLE" will

be despatched for SAN DIEGO and

SAN FRANCISCO via MOI, KOBE

and YOKOHAMA on SUNDAY, the 20th

October.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 p.m.

the day previous to sailing. Parcel Packages

will be received at the Office until 5 p.m. same

day; all Parcel Packages should be marked to

address in full. Value of same is required.

Consular Invoices, to accompany Cargo des-

tined to points beyond San Francisco in the

United States, should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to passage and

Freight, apply to the Agency of the Company,

Queen's Building.

GEO. ECKLEY,
Acting Agent.

Hongkong, 18th September, 1901.

[5]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the

OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crews

of the following Vessels during their stay in

Hongkong Harbour:—

ALBANIA, British ship, Brownell—Order.

CELESTE BURRILL, British ship, Jeffrey—

Order.

HELEN A. WYMAN, American ship, Vanhorn.

Arnold, Karlsruhe & Co.

I. F. CHAPMAN, American ship, Chapman.

Arnold, Karlsruhe & Co.

L. SCHERR, American ship, C. S. Kendall.

Carlowitz & Co.

W. H. CORNWELL, American ship, Cornwall.

Standard Oil Co.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGA-

PORE AND PENANG.

Having connection with Company's Mail Stea-

mers to ADEN, SUEZ, PORT SAID, MESSINA,

NAPLES, LEOHORN and GENOA, also VENICE

and TRIESTE, all MEDITERRANEAN, ADRIAT-

IC, LEVANTINE and SOUTH AMERICAN

Ports up to CALAIS.

Taking Cargo at through rates to PERSIAN

GULF and BAGHDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

MALAGA.

THE Steamship

"BORMIDA,"

Captain D. Costa, will be despatched as above

on FRIDAY, the 11th inst., at Noon.

At Bombay the steamer is discharging in

Victoria Dock.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 30th September, 1901.

[7]

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED,

having established a regular service of steamers

from Seattle (Puget Sound) to Japan,

China and the Philippines, in

connection with the

GREAT NORTHERN RAILWAY LINES

of the United States, are prepared to con-

tract for the conveyance of Goods from

the Pacific Coast and interior

points of U.S.A. to the Orient.

For further particulars, apply to

THE CHINA MUTUAL STEAM NAVI-

GATION CO.'S OFFICES, New York;

To the Agents of the Company at Japan,

China, Philippines and Straits;

FRANK WATERHOUSE & CO., General

Western Agents, SEATTLE; or to

POST OFFICE NOTICES.

The *Sachsen*, with the German Mail of the 2nd ult., left Singapore on Friday, the 27th ult., at 8 p.m., and may be expected here to-day.

The *Hongkong Mail*, with the American Mail, left Shanghai on Monday, the 30th ult., at 11 a.m., and may be expected here to-day.

The *Sachsen*, with the French Mail of the 5th ult., left Singapore on Sunday, the 29th ult., at midnight, and may be expected here on or about Monday, the 7th inst.

The *China*, with the American Mail of the 12th ult., left Yokohama on Wednesday, the 2nd inst., at daylight, and may be expected here on or about Thursday, the 10th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR
Canton	Hongkong	Wednesday, 2nd, 7.30 A.M.
Quang-chow-wan, Hoihow, Pakhoi & Haiphong	Hongkong	Wednesday, 2nd, 9.00 A.M.
Shanghai and Tientsin	Hongkong	Wednesday, 2nd, 10.00 A.M.
Shanghai	Hongkong	Wednesday, 2nd, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Hongkong	Wednesday, 2nd, 10.00 A.M.
Swatow	Hongkong	Wednesday, 2nd, 10.00 A.M.
Macao	Hongkong	Wednesday, 2nd, 10.00 A.M.
Kumchuk and Samshui	Hongkong	Wednesday, 2nd, 10.00 A.M.
Hongkong	Hongkong	Wednesday, 2nd, 10.00 A.M.
Amoy and Manila	Hongkong	Wednesday, 2nd, 10.00 A.M.
Swatow	Hongkong	Wednesday, 2nd, 10.00 A.M.
Canton	Hongkong	Wednesday, 2nd, 10.00 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne	Hongkong	Wednesday, 2nd, 10.00 A.M.
EUROPE, &c., India via Tientsin	Hongkong	Wednesday, 2nd, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Hongkong	Wednesday, 2nd, 10.00 A.M.
Moji and Kobe	Hongkong	Wednesday, 2nd, 10.00 A.M.
Shanghai	Hongkong	Wednesday, 2nd, 10.00 A.M.
Manila	Hongkong	Wednesday, 2nd, 10.00 A.M.
Singapore, Penang and Calcutta	Hongkong	Wednesday, 2nd, 10.00 A.M.
Manila	Hongkong	Wednesday, 2nd, 10.00 A.M.
Honolulu and San Francisco	Hongkong	Wednesday, 2nd, 10.00 A.M.
EUROPE, &c., India via Tientsin	Hongkong	Wednesday, 2nd, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Hongkong	Wednesday, 2nd, 10.00 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne	Hongkong	Wednesday, 2nd, 10.00 A.M.
Moji, Kobe, Yokohama, San Diego and San Francisco	Hongkong	Wednesday, 2nd, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Hongkong	Wednesday, 2nd, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Hongkong	Wednesday, 2nd, 10.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON	1st October.
Telegraphic Transfer	1/11 1/2
Bank Bills on demand	1/11 1/2
Bank Bills at 30 days sight	1/11 1/2
Bank Bills at 60 days sight	1/11 1/2
Bank Bills at 90 days sight	1/11 1/2
Bank Bills at 120 days sight	1/11 1/2
Documentary Bills, 3 months sight	1/11 1/2
Documentary Bills, 6 months sight	1/11 1/2
ON PARIS	2/47 1/2
Bank Bills on demand	2/47 1/2
Credits, at 4 months sight	2/47 1/2
ON GERMANY	1/57 1/2
Bank Bills on demand	1/57 1/2
Credits, at 4 months sight	1/57 1/2
ON NEW YORK	47 1/2
Bank Bills on demand	47 1/2
Credits, at 4 months sight	47 1/2
ON BOHemia	1/47 1/2
Telegraphic Transfer	1/47 1/2
Bank Bills on demand	1/47 1/2
ON CALCUTTA	1/47 1/2
Telegraphic Transfer	1/47 1/2
Bank Bills on demand	1/47 1/2
ON SHANGHAI	73 1/2
Bank, at sight	73 1/2
Private, 30 days sight	73 1/2
ON YOKOHAMA	54 p.c. pm.
On demand	54 p.c. pm.
ON MANILA	34 p.c. pm.
On demand	34 p.c. pm.
ON SINGAPORE	1 p.c. pm.
On demand	1 p.c. pm.
ON BATAVIA	117 1/2
On demand	117 1/2
ON HONGKONG	11 p.c. pm.
On demand	11 p.c. pm.
ON SAIGON	1 p.c. pm.
On demand	1 p.c. pm.
ON BANGKOK	60 1/2
On demand	60 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.23
GOLD LEAF, 100 fine, per tael	\$55.49
BAR SILVER, 100 fine, per tael	\$50.14

VESSELS EXPECTED.

THE GERMAN MAIL.
The Imperial German Mail steamer *Sachsen*, carrying the German mails with dates from Berlin of the 2nd ult., left Singapore on the 27th ult., at 8 p.m., and may be expected here to-morrow.

THE AMERICAN MAILS.
The T.K.K. steamer *Hongkong Maru*, with mails, &c., left Shanghai for this port on the 30th ult., at 11 a.m.

The P.M. steamer *China*, with mails, &c., from San Francisco to the 12th ult., via Honolulu, has arrived at Yokohama, and will leave for this port this morning via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Doric*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 20th ult.

The T.K.K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 27th ult.

THE FRENCH MAIL.
The M.M. steamer *Salazie*, with the next French mail, left Singapore on the 29th ult., p.m., for this port via Saigon.

MERCANTILE STEAMERS.
The P. & O. steamer *Tenison* left Singapore for this port on the 25th ult., at 6 a.m.

The S.Y.K. steamer *Saigun Maru* (European Line) left Kobe via Moji for this port on the 25th ult., and is expected to arrive here on the 2nd inst.

The P. & O. steamer *Socotra* left Singapore for this port on the 25th ult., at 5 p.m.

JOINT STOCK SHARES.

Hongkong, 1st October.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & Shanghai	\$125	\$605, buyers
China & Japan, only	24	150, buyers
Do. deferred	21	25, buyers
Natl. Bank of China	23	\$23, buyers
A. Shares	23	\$23, buyers
B. Shares	23	\$23, buyers
Fong Shing	21	\$15, sellers
China Sugar	21	\$15, buyers
Bell's Asbestos & Co.	10	\$10, buyers
Campbell, Moore & Co.	10	\$10, buyers
China Light and	20	\$20, nominal
Power Co., Ltd.	10	\$10, sellers
China Free L. & M.	100	\$10, sales
Cigar Companies	\$500	\$1000, sellers
Alhambra, Ltd.	\$50	\$50, nominal
Philippine Tobacco	\$50	\$50, nominal
Trust Co., Ltd.		
Cotton Mills	100	100, buyers
International	100	100, buyers
Laon Kwong Mow	100	100, buyers
Soyabean	100	100, buyers
Yahloong	100	100, buyers
Dairy Farm	86	\$86, buyers
Green Island Cement	\$25	\$25, buyers
Green Island Cement	\$25	\$25, buyers
H. & C. Bakery	\$25	\$25, buyers
Hongkong & C. Gas	\$10	\$10, buyers
Hongkong Electric	\$10	\$10, buyers
H. H. L. Tramways	\$100	\$100, buyers
Hk. Steam Water	\$7	\$7, buyers
boat Co., Ltd.		
Hongkong Hotel	\$50	\$127, buyers
Hongkong Ice	\$25	\$25, buyers
H. & K. Wharf	\$50	\$50, buyers
Hongkong Fire	\$50	\$172, buyers
H. & W. Dock	\$50	\$285, sales
Insurance	\$50	\$167, buyers
Canton	\$20	\$20, buyers
China Fire	\$25	\$25, buyers
China Traders	\$50	\$242, buyers
Hongkong Fire	\$25	\$25, buyers
North China	\$25	\$25, buyers
Straits	\$25	\$25, buyers
Union	\$25	\$25, buyers
Yangtze	\$25	\$25, buyers
Land and Building	\$100	\$100, buyers
Hongkong Land	\$10	\$10, buyers
Hongkong Estate	\$10	\$10, buyers
Kowloon Land & B.	\$100	\$100, buyers
West Point Building	\$100	\$100, buyers
Lazoo Sugar	\$100	\$100, buyers
Manila Invest. Co., Ltd.	\$100	\$100, buyers
Mining		
Charbonnages	\$25	\$25, buyers
Jelaba	\$5	\$5, buyers
Quebec Mines, Ltd.	\$5	\$5, buyers
Do. B.	\$5	\$5, buyers
Punjab	\$5	\$5, buyers
Do. Preference	\$5	\$5, buyers
Raaba	\$5	\$5, buyers
New Amoy Dock	\$50	\$50, buyers
Oriente Hotel, Manila	\$10	\$10, buyers
Romanian Mining Co., Ltd.	\$50	\$50, buyers
Steamship Coys.		
China and Manila	\$50	\$50, buyers
China Mutual Prof.	\$10	\$10, buyers
China Ordinary	\$10	\$10, buyers
The P. & O. chartered steamer <i>Ras Rawa</i>		
left Bombay for this port on the 13th ult.		
The N.Y.K. steamer <i>Yamaguchi Maru</i> (Bomby Line) left Bombay via Colombo and Singapore for this port on the 17th ult., and is expected to arrive here on the 4th inst., a.m.		
The steamer <i>Crossby</i> left New York on the 21st ult. for Straits, Hongkong, China and Japan.		
The N.P. steamer <i>Tacoma</i> sailed from Tacoma for Japan and Hongkong on the 14th ult.		
The steamer <i>Hilldale</i> left New York for Straits, Hongkong, China and Japan on the 22nd ult.		
The C.P.R. steamer <i>Tartar</i> left Vancouver for Hongkong via Japan ports and Shanghai on the 24th ult.		
The N.P. steamer <i>Clavering</i> sailed from Tacoma for Hongkong via Vladivostok and Port Arthur on the 25th ult.		

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 30th SEPTEMBER, P.M.

STATION.	Hour.	Barometer.	Thermometer.	Humidity.	Direction.	Force.	Weather.
Vladivostok	2 p.	30.07	57	82	SE	2	or
Tokyo	"	30.10	"	"	"	"	"
Kobe	"	30.11	"	"	"	"	"
Nagasaki	"	30.11	"	"	"	"	"
Kyushu	"	30.11	"	"	"	"	"
Kagoshima	"	30.03	"	"	"	"	"
Taipei	1 p.	29.97	"	"	"	"	"
Taiwan	"	29.93	"	"	"	"	"
Koshun	"	29.90	"	"	"	"	"
Pescadore	"	29.95	"	"	"	"	"
Gulf of	3 p.	30.03	74	50	NE	4	cv
Sharp Peak	"	29.97	84	51	ENE	6	c
Amoy	"	30.00	82	71	"	"	"
Swatow	"	30.00	82	71	"	"	"
Canton	"	29.96	82	63	"	"	"
Hongkong	4 p.	29.94	82	63	"	"	"
Victoria Peak	"	29.94	82	63	"	"	"
Gap Peak	"	29.94	82	63	"	"	"
Mahe	1 p.	29.84	82	92	"	"	"
Mahe	3 p.	29.84	82	92	"	"	"
Bacolod	"	29.81	81	81	"	"	"
Helo	"	29.81	81	81	"	"	"
Cebu	"	29.81	81	81	"	"	"
C. S. James	"	29.81	81	81	"	"	"

ARRIVAL AT HOME—27th Sept.—Oceanic.

PASSENGERS.

Per *Taipei*, from Deli, Messrs. B. de Vesou and H. W. de Waurel; from Saigon, Capt. d'Arteriole and Mr. A. Sorbier.

Per *Hongkong*, from Tamsui, Mr. Schulz, Rev. and Mrs. Marior, and Mrs. Eber, Messrs. Taylor and Jacobs.

Per *Empress of China*, from Vancouver, Major-General and Lady Sir Wm. Gascoigne, and Mrs. Pyne, Mrs. Twining, Mrs. G. P. Lang, and Mr. G. P. Lammett; from Kobe, Dr. and Mrs. Boyd and infant, Major King, Capt. Cruickshank and Chaplain, Lieut. Confield, Messrs. Dominich and Otto Spandorf; from Nagasaki, Mrs. Hutton and Z. Nagata; children, Messrs. A. J. Cuning, Mrs. Grant from Shanghai, Mrs. R. J. Cuning, Mrs. Grant from Hongkong, Mrs. Anderson, Messrs. S. A. Knapp, A. Haimon, A. von Stockhausen, E. Joash, W. J. Wright, Hall Brutton, A. R. Lowe, D. Gillies and G. M. Young.

HONGKONG TIDE TABLE.

2nd to the 8th October.

High Water.	Low Water.
Hour.	Height.
Wed. 2	10.10
Thurs. 3	11.25
Fri. 4	12.40
Sat. 5	1.55
Sun. 6	3.10
Mon. 7	4.25
Tue. 8	5.40

VISITORS AT HOTELS.

HONGKONG HOTEL.	Visitors.
Mrs. P. Anderson	Mr. R. C. K. Johnson
Mr. W. H. Anderson	Mr. & Mrs. E. S. Joseph
Mr. D. A. Andrews	Mr. S. Kadioudas
Mrs. Angu	Mr. E. A. Katch
Mr. H. Arnold	Mr. & Mrs. P. Kiono
Mr. W. S. Bailey	Major H. S. King
Mr. B. J. Barlow	Mr. C. H. Knight
Mr. F. Becke	Mr. N. Lazarus
Mr. J. T. Bell	Major E. P. Littledale
Mr. F. Black	R.E.
Mr. A. Bonner	Mr. & Mrs. W. M. Long
Major W. B. Brown, R.E.	Mr. D. Macdonald
Mr. B. Bussow	Mr. Gordon Macdonald
Major Buttenschaw	Captain and Mrs. E. E. McLellan
Mr. D. H. Canegay	Mr. Marlow
Mr. L. L. Canegay	Mr. P. S. Mesa
Dr. F. G. G. G.	Mr. Michael
Mr. E. H. G. G.	Mr. & Mrs. Milton
Mr. G. G. G.	Mr. & Mrs. M. M.
Mr. G. G. G.	Mr. J. Nagata
Mr. J. S. G. G.	Mr. T. O. Patterson
Mr. A. G. G.	Mr. W. P. Pearce
Mr. C. G. G.	Mr. C. P. P.
Mr. D. M. G. G.	Mr. S. D. S.
Mr. G. M. G. G.	Mr. S. D. S.
Mr. H. M. G. G.	Mr. S. D. S.
Mr. I. M. G. G.	Mr. S. D. S.
Mr. J. M. G. G.	Mr. S. D. S.
Mr. K. M. G. G.	Mr. S. D. S.
Mr. L. M. G. G.	Mr. S. D. S.
Mr. M. M. G. G.	Mr. S. D. S.
Mr. N. M. G. G.	Mr. S. D. S.
Mr. O. M. G. G.	Mr. S. D. S.
Mr. P. M. G. G.	Mr. S. D. S.
Mr. Q. M. G. G.	Mr. S. D. S.
Mr. R. M. G. G.	Mr. S. D. S.
Mr. S. M. G. G.	Mr. S. D. S.
Mr. T. M. G. G.	Mr. S. D. S.
Mr. U. M. G. G.	Mr. S. D. S.
Mr. V. M. G. G.	Mr. S. D. S.
Mr. W. M. G. G.	Mr. S. D. S.
Mr. X. M. G. G.	Mr. S. D. S.
Mr. Y. M. G. G.	Mr. S. D. S.
Mr. Z. M. G. G.	Mr. S. D. S.

TO THE DEAF AND THOSE HARD OF HEARING.

UNIMPEACHABLE testimonials from cured patients from all parts of Europe prove that our new method cures even the most difficult cases of deafness. Blemish removed at once. Moderate charges. Self treatment in all cases. Deaf and dumb are accepted. Describe your case carefully and we will examine it free of charge and state our honest opinion.

Address—
Deutsche Ohrenklinik, 159, West 129 Str., New York, U.S.A.
Hongkong, 25th September, 1901. [2429]

VICHY'S
GENUINE NATURAL MINERAL WATER,
SPRINGS OF THE FRENCH GOVERNMENT.

HOPITAL Diseases of the Stomach.
GRANDE-GRILLE Liver complaints.
CELESTINS, Gout, Gravel, Diabetes.

VICHY-ETAT LOZENGES
with the natural salts extracted from the Water.

COMPRIMES VICHY-ETAT
Allowing any one to prepare a natural water at home.

Beware of FORGERY

**THE OLDEST
THE BEST
THE CHEAPEST**

Belt in the World

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Every Belt guaranteed
slipped every foot

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no other belt is genuine

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LUTGENS, EINSTAMANN & CO. HONGKONG.

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